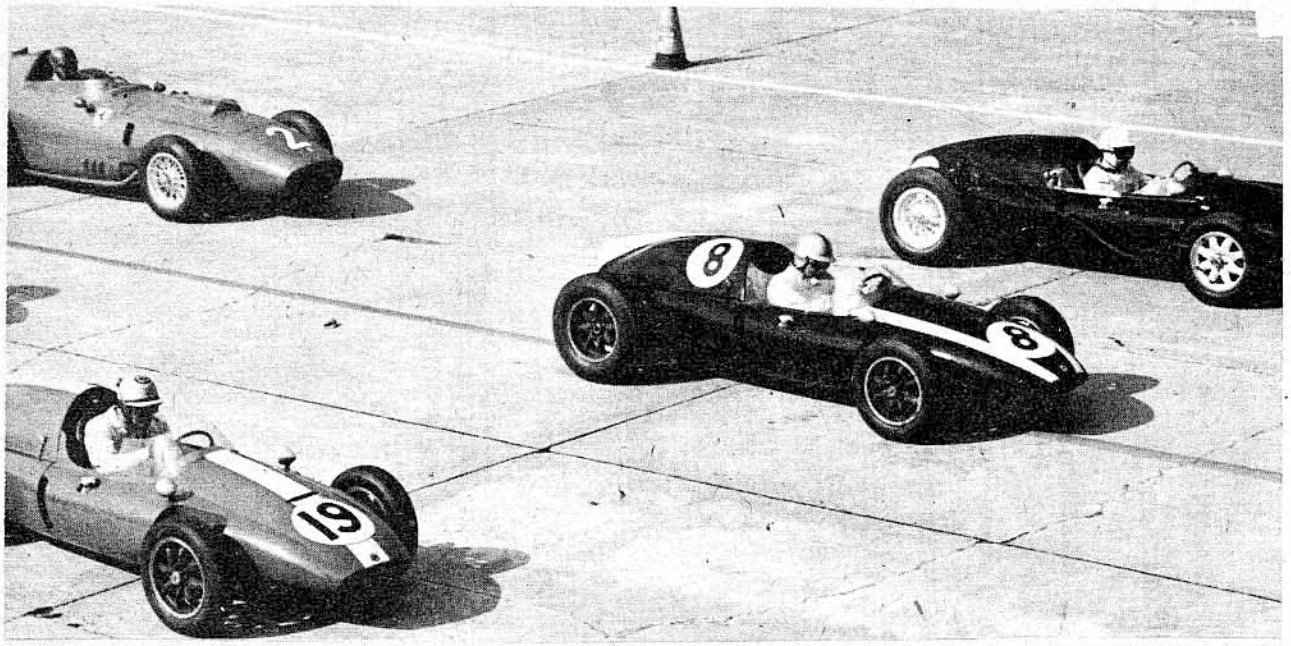
MOTOR RACING

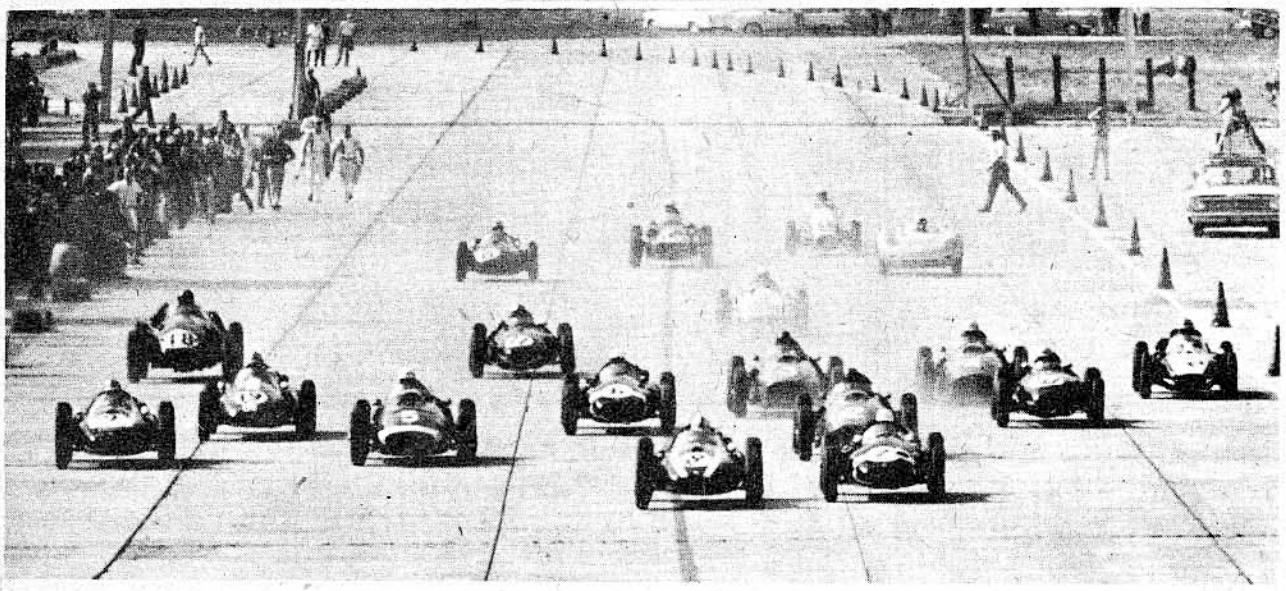
and
ECONOMY CAR NEWS

6th Year - No. 2 - Hollywood, Calif.
(Published bi-weekly except last issue of calendar year)

NOV. 11 - 18, 1960
25c

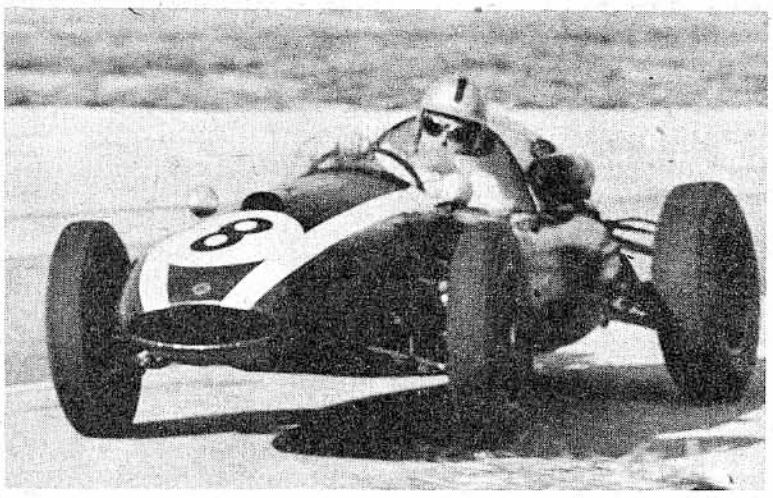
SPECIAL U.S. GRAND PRIX RACING EDITION





GENUINE TREAT is in store for Southern Californians when they are introduced to Grand Prix Formula 1 type of racing at Riverside Raceway, Sunday, Nov. 20. It's the 2nd US Grand Prix, a world championship 250-miler, the 1st of which was staged last year at Sebring, Fla. Above is start of that race. Starting grid in top photo shows, from left, the 3 Coopers of the late Harry Schell, world champion Jack Brabham, and Stirling Moss. No. 2 in 2nd row is Tony Brooks, Ferrari. At start (lower photo), Brabham (8) and Moss (7) jump into the lead, with Bruce McLaren (9, Cooper), the eventual winner, coming up fast on the inside (far left). Best F1 drivers and cars in the world are entered at Riverside, where compact and Formula Junior races are set for Saturday, Nov. 19. (MOTORACING photos by Gus V. Vignolle and Jack Brady)

World's Best at Riverside



WORLD CHAMPION BRABHAM (COOPER)

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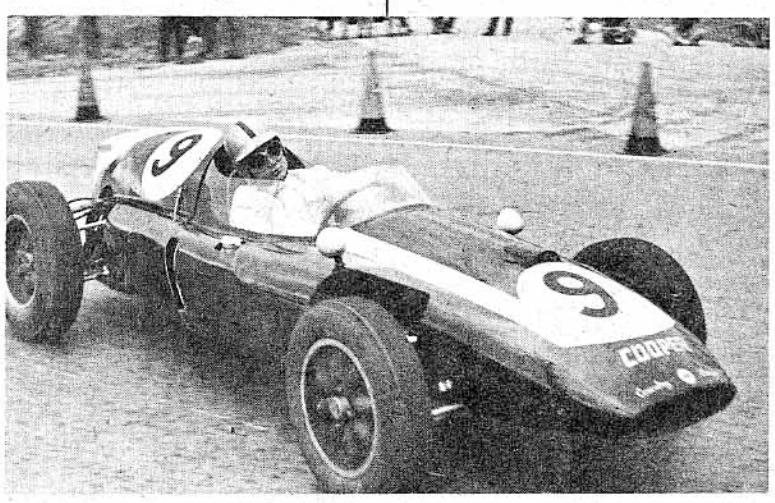
HERE'S TYPE of action to be seen at US Grand Prix at Riverside, Nov. 20. Scenes are from F1 race at Sebring last year. (MOTORACING photos by Henry N. Manney III)



NEW ZEALANDER McLAREN (COOPER)

Vignettes
By Gus V. Vignolle

- CSCC VS. SCCA!
- GM BULLCON!
- HERDA NERFED?

EXPLOSIVE NUGGETS — Here's what a Cal Clubber told us after the LA SCCA recently announced a Pomona race on Memorial Day weekend, and a whirl at a course to be announced on Labor Day weekend, both traditionally CSCC Santa Barbara dates: "This is the last straw. This is an all-out declaration of war, and now it's a fight to the finish!" Some time back, the chiefs of both clubs got together and agreed not to pirate each other's dates. Ha-ha. . .

Since SF SCCA doesn't see orb-to-orb with the Westport Pharaohs' stand on the pros, there is talk (again) of the former bolting the national group and consolidating with the Cal Club. Purely personal: Good idea. Who needs the SCCA in Calif.? The local LA SCCA? They can join the Cal Club, too!

Why doesn't General Motors (3 cheers for GM Acceptance Corp.!) cut out the bullcon and come out in the open insofar as racing is concerned? The Chev. Sting Ray (**Dr. Dick Thompson**) has even been billed in publicity as a "General Motors sports car creation." It has been entered by **Billy Mitchell** of GM.

(Continued on Page 3)

New Convertible Due for Citroen

NEW YORK, Nov. 10—S. A. Andre Citroen, Paris auto manufacturer, will introduce in early 1961 a new, sleek 4-5 passenger 2-door convertible. It is the first convertible to be produced by the company since 1939 and will cost about $4,000, POE N.Y.

THINGS TOUGH ALL OVER!
"Gold Reserves of U. S. below $19 billion". — Headline in Hollywood Citizen-News.

U.S. GRAND PRIX TABLE OF EVENTS

Tuesday, Nov. 15—10 am - 5 pm, registration; 10 am - 5 pm medical & technical inspection.

Wednesday, Nov. 16—10 am - 5 pm, registration; 10 am-5 pm, medical and technical inspection.

Thursday, Nov. 17—10 am - 5 pm, registration; 10 am - 11:30 am, compact practice; 11:45 am - 1 pm, Formula Jr. practice; 2:30 pm - 4:30 pm, Formula I practice.

Friday, Nov. 18—10 am - 5 pm, registration; 10 am - 11:30 pm, compact practice; 2:30 pm - 4:30 pm, Formula I practice.

Saturday, Nov. 19—11 am, Formula Junior race, 25 laps; 12:30 pm, over-1600 compact car race, 40 laps; 3 pm - 4:40 pm, Formula I practice.

Sunday, Nov. 20—12 noon under-1600 compact car race, 30 laps; 1:15 pm, pre-race ceremonies; 2 pm, Formula I race, 75 laps over 3.275-mile road course.

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VW KEEPS DISTRIBUTORS

VW does not intend to eliminate its distributors in this country, Samuel Weill, Jr., executive vice-president of Competition Motors, VW distributor in this area, has announced.

Weill made his statement in direct answer to rumors that the leading German auto exporter planned to follow in the footsteps of France's Renault and England's Standard-Triumph manufacturers. Both of these companies recently eliminated distributors in this country in economy moves.

Weill and John von Neumann, Competition Motors president, have returned from the annual VW distributors' meeting in Acapulco, Mexico.

Brabham Choice in Formula 1 Classic

By GUS V. VIGNOLLE
Editor of MOTORACING

One of the greatest array of drivers and cars ever to be seen in America comprises a field of 23 making up the starting grid at Riverside Raceway, Sunday, Nov. 20, for the 250-mile Formula 1 U.S. Grand Prix, the 1960 finale on the world championship calendar.

This is big-time European style of road racing, never before seen in in this part of the country. The 1st U.S. Grand Prix, held last year at Sebring, Fla., drew a poor crowd and subsequently was moved west.

The present 2.5-liter stripped-down F1 single-seaters are much faster than sports cars, which have dominated the road racing scene here.

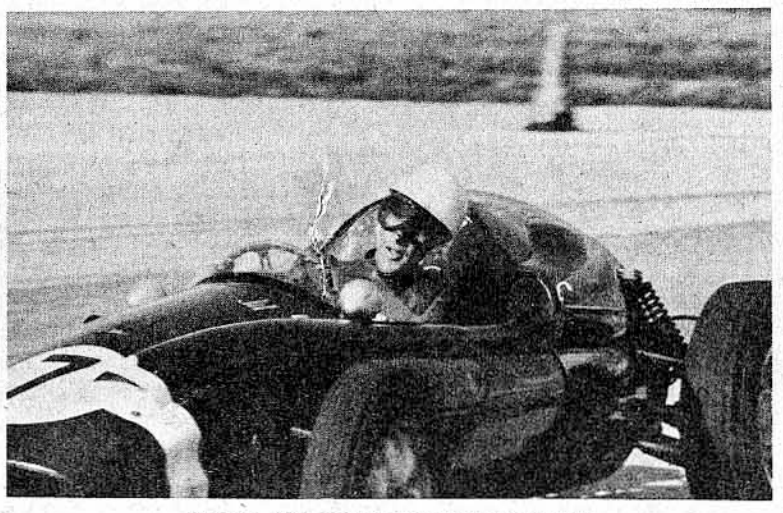
The purse is $20,000. And these fellows also get plenty of starting pesos.

More than $100,000 has been spent to bring the best factory teams from Europe — Cooper, Lotus and BRM. Additionally, there will be Yeoman Credit (Coopers) from England, Scuderia Centro Sud (Cooper-Maseratis) from Italy, and private U.S. entries, including Lance Reventlow's new Scarab, to be driven by Chuck Daigh.

Of the big factory teams only Ferrari of Italy will be missing. Its top driver, however, Phil Hall, drives a Cooper for Yeoman Credit.

The favorite is Australia's Jack Brabham of the Cooper factory, who already has clinched it for 1960. He won the world's title last year and

(Continued on Page 6)



MOSS (COOPER) GOES IN LOTUS

GRAND PRIX TICKET INFO

General admission and reserved seat tickets for the US Grand Prix are now on sale at the following locations:

Los Angeles — Mutual Ticket Agency, 737 So. Hill St.; Riverside Raceway Office, 1617 No. El Centro, Hollywood, or call TR 7-7991.

Riverside—Caravan Inn, 1860 Eighth St.; Harris Department Store, "On the Plaza"; Econo Motors, 5th and Main.

Long Beach—Humphreys Music Co., 130 Pine Ave.

Pasadena — Berry & Grassmueck, 925 E. Colorado.

For Riverside accommodations, contact: Housing Commitee, Riverside Chamber of Commerce, Riverside, Calif.

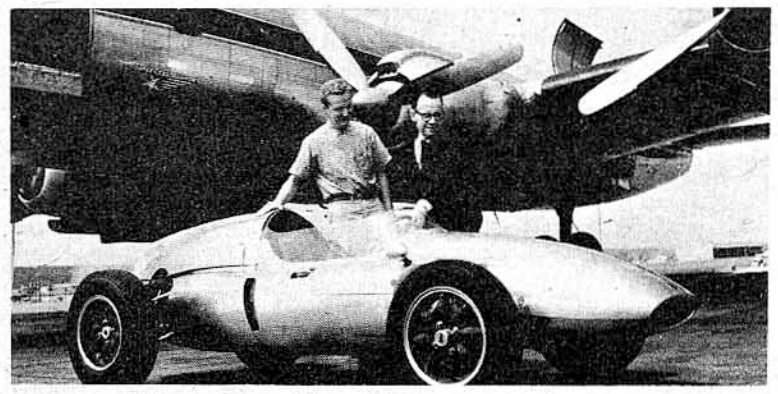
IT'S LATER THAN YOU THINK!
Cranberries will be safe and plentiful this year.

BROOKS (FERRARI) RACES COOPER

ENTRIES FOR U.S. GRAND PRIX

2ND UNITED STATES GRAND PRIX FOR WORLD CHAMPIONSHIP SUNDAY, NOV. 20, 1960 . . . RIVERSIDE RACEWAY . . . 3.275 MILES

No.	Driver, Country	CAR	ENTRANT
2.	Brabham, Australia	Cooper	Cooper Cars, England
3.	McLaren, N. Zeal'nd	Cooper	Cooper Cars, England
4.	Flockhart, Gt. Brit.	Cooper	Cooper Cars, England
5.	Moss, Gt. Brit.	Lotus	R.R.C. Walker Racing Team, Eng.
6.	Brooks, Gt. Brit.	Cooper	Yeoman Credit Racing Team, Eng.
6.	Gendebien, Belgium	Cooper	Yeoman Credit Racing Team, Eng.
8.	Taylor, Gt. Brit.	Cooper	Yeoman Credit Racing Team, Eng.
9.	P. Hill, U.S.	Cooper	Yeoman Credit Racing Team, Eng.
10.	Ireland, Gt. Brit.	Lotus	Team Lotus, England
11.	Surtees, Gt. Brit.	Lotus	Team Lotus, England
12.	Clark, Gt. Brit.	Lotus	Team Lotus, England
14.	Salvadori, Gt. Brit.	Cooper	High Efficiency Motors, England
15.	Bonnier, Sweden	BRM	Owen Racing, England
16.	Gurney, U.S.	BRM	Owen Racing, England
17.	G. Hill, Gt. Brit.	BRM	Owen Racing, England
18.	Trintignant, France	Coop.-Mas.	Scuderia Centro Sud, Italy
19.	Gregory, U.S.	Coop.-Mas.	Scuderia Centro Sud, Italy
20.	Drake, U.S.	Maserati	Joe Lubin, Los Angeles
21.	Taylor, Gt. Brit.	JBW-Mas.	JBW Car Co., England
22.	Hansgen, U.S.	Lotus	B. S. Cunningham, New York
23.	Daigh, U.S.	Scarab	Reventlow Auto Co., Los Angeles
24.	Hall, U.S.	Lotus	Jim Hall, Dallas
25.	Lovely, U.S.	Coop.-Ferr.	Fred Armbruster, Seattle



PETE LOVELY, Seattle, left, who will pilot this Cooper-Ferrari, owned by Fred Armbruster, right.

ONE OF big attractions will be this F1 Scarab to be driven by Chuck Daigh. Owner Lance Reventlow is checking the new machine.

EDITORIAL

The United States Grand Prix

Most MOTORACING readers know what a Formula 1 racing car is and are pretty well abreast of the exploits of these machines abroad. But the majority have never seen a true Grand Prix, since sports cars dominate the road racing picture in America.

Now, at long last, Southern Californians get a taste of the big-time—a type of racing that draws crowds of 100,000-200,000 without creating much of a stir in Europe.

The event is the 2nd U.S. Grand Prix to be staged at Riverside, Sunday, Nov. 20.

In this issue, MOTORACING goes all-out to help boom this big race. To date, the metropolitan Snapper-Wrappers haven't been much of a help; they only go all-out when they stage their own sports car promotions, period.

This is the creme de la creme of road racing — and it is a break for the aficionados of this area. It has cost a lot of money to bring this race here, and it is a cinch the promoters are not going to get rich off this effort.

A long educational campaign is still necessary for the average Joe Blow sports fan. The aficionados will be there, but there are not enough of those to even begin to take care of the "nut".

The 1st U.S. Grand Prix at Sebring last year was an artistic success, but a financial flop. That is the big reason why this important event was moved to Riverside this year.

It merits the full support of one and all interested in any form of automobile racing — either on ovals or road courses.

Letters to MotoRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

ANOTHER SCCA BLAST!

On and off I have been reading MOTORACING and only recently have I subscribed to it.

Living in a part of the country where the influence of the Westport Pharaohs is all too great makes life difficult sometimes. Allow me to relate to you an incident which happened to me yesterday while attending the Lime Rock New York regional races as a reporter for the SCCA publication Regional Review.

Without any difficulty I was issued a car sticker but on trying to enter the paddock with it I was turned down by the policeman on duty who insisted it was the order of the race chairman. OK. Ithought all fine and good.

After I reached the paddock, not only did I see numerous cars with the same sticker I had, but also cars totally lacking stickers!! Being essentially a democratic soul, I sought out the race chairman. I pointed out to him what I had seen and he at once countered that there was not enough room in the paddock area

About the cars without any stickers he was vague and almost insulting. When I pointed out to this gentleman that there might be some considerable favoritism he became still more aggravated and even asked me if I wanted to fight him!

Seeing that my questioning and stating of obvious facts was only worsening the matter. I decided to leave things alone, only commenting that the press would hear about it. What we need out here is a club that has the power and guts to stand up to the Madison Avenue and Westport-dominated SCCA.

The mighty Cal Club has done it and I see a spark of hope out here with the Glen region SCCA and a few other small but dormant clubs. Many people are fed up with the SCCA in many ways and many also hope that their days are numbered. Cal Club, yes, but Westport, no!!

Please try to print this and let's see if there isn't some reader response from the east. Keep up the good work and word.

In the name of the sport.

KURT H. MISKA
(Limited Member Glen Region SCCA)
Flushing 58, N.Y.

FIGHT OVER IT!

It might interest you to know that MOTORACING is the only piece of mail my wife and I actually fight over when it arrives! We are rally bugs and racing fans

WALT HILL
West Covina. Calif.

SCCA Announces Schedule for 1961

The LA region of SCCA announces the following 1960-61 sports car race schedule:

Dec. 10-11—Las Vegas, Nev.

Jan. 21-22—Palm Springs (Rain date Jan. 28-29).

March 4-5—LA County Fairgrounds, Pomona-SCCA national race.

April 29-30—Del Mar Fairgrounds, Del Mar.

May 27-28—LA County Fairgrounds, Pomona. (If May 29 is observed as national holiday, a full race program will be scheduled for that day also.)

July 2, 3, 4—Location to be announced.

Sept. 2, 3, 4—Location to be announced.

October—SCCA cooperates with Times-Mirror race.

Nov. 4-5—Palm Springs-SCCA national race.

Dec. 2-3—Las Vegas, Nev.

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"Miss Compact" At L.A. Auto Show

Besides a "regular" queen, the LA Intern'l. Auto Show will select a "Miss Compact."

The princess-size queen will accompany the queen-size queen in reigning over the organization's Nov. 11-20 exposition at Pan-Pacific Auditorium here.

Show officials claim their "Miss Compact," obviously chosen to dramatize the difference in car sizes, is the world's first "Miss Compact."

World Championship Driving Standings

Formula 1 world championship driving standings after 8 Grands Prix, and with only the US GP at Riverside Nov. 20 to go, are as follows:

1.	Jack Brabham, Cooper	40
2.	Bruce McLaren, Cooper	33
3.	Phil Hill, Ferrari	15
4.	Innes Ireland, Lotus	12
5.	Stirling Moss, Lotus	11
6.	Wolfgang von Trips, Ferrari	10
6.	Olivier Gendebien, Cooper	10
7.	Richie Ginther, Ferrari	8
7.	Jim Clark, Lotus	8
8.	Tony Brooks, Cooper	7
9.	John Surtees, Lotus	6
10.	Graham Hill, BRM	4
9.	Cliff Allison, Cooper	6
10.	Willy Mairesse, Ferrari	4
10.	Maurice Trintignant, Cooper	4
11.	Carlos Menditeguy	3
11.	G. Cabianca, Cooper-Ferrari	3
11.	Henry Taylor, Cooper	3
12.	Joakim Bonnier, BRM	2
13.	Lucien Bianchi, Cooper	1
13.	Ron Flockhart, Lotus	1

Best 5 races count for the title.

Points are given for 1st 6 places on 8-6-4-3-2-1 basis (no point for fastest lap this year). Grand Prix winners: Argentina, McLaren; Monaco, Moss; Holland, Brabham; Belgium, Brabham; France, Brabham; England, Brabham; Portugal, Brabham; Italy, P. Hill. The U.S. Grand Prix is next at Riverside, Calif., Nov. 20.

Hey, Cheaters!

Fuel samples at future Cal Club races will be checked with a new electronic tester, D .D. Michelmore, CSCC prexy, states. The tester, built especially for the Cal Club by graduate chemist Jack Nethercutt, Sr., will instantly spot less than 5% nitro, moon gas, or other oxygen-bonded additives.

Michelmore stressed that the new test machine is not intended to catch cheaters as much as to discourage them.

LA SCCA Nominates 1961 Officers

Official nominations for 1961 officers of the LA region of SCCA, with the present board's nominations listed first (1st 4 for directors) are, RE: Jim Peterson; VP: Chet Burgraff (declined), Duane Alan; Treas: Frank Elston, Wm. Peritz, Chet Burgraff; Sec: Nora Taylor (declined), Jane Sullivan; Act. Chmn.: John McKane, Denny Shutes; Dirs.: Bob Bondurant, Tony Settember, Lindley Bothwell, Geo. Schillreff (declined), Howard Campbell, Don Ricardo, Art Snyder, and Peter Brock.

ABOVE IS Mrs. E. Wennermark, president and owner of Universal Motor Cars, oldest Volkswagen dealership in LA, which recently added 10,000 sq.ft. to their original 30,000 at 3010 Crenshaw. (Photo by Earle)

SCI CHANGES NAME

NEW YORK, Nov. 10—Sports Cars Illustrated magazine will change its name to Car and Driver, effective with the April, 1961 issue. SCI is the world's largest publication devoted to fine automobiles (ABC circ., 171,767).

DOG CHANGES SEX

An 8-year-old boxer dog named Buller has astounded veterinary surgeons by starting to change sex. — AP dispatch from London.

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• Vignettes

BY GUS V. VIGNOLLE

WHY DOESN'T GENERAL MOTORS COME OUT IN OPEN OPEN ON RACING?

(Continued from Page 1)

And not long ago at Continental Divide Raceway near Denver, **Zora Arkus-Duntov,** the well-known Chevy engineer identified with Corvette, drove a fast and radically-designed engineer research car, allegedly testing various tire designs. How gullible do they think we are!

This was all on the QT. The car, rear-engined and with fully independent suspension, has a Chevy V-8 mounted just behind the driver. It has a 4-speed transmission, and a trans-axle drive and suspension similar to Chevy's Corvair. Mill, however, is more like the Corvette's—V-8 and fuel-injected. It is a single-seater weighing only 1600 lbs.

Is GM coming out with a Grand Prix car?

After Laguna Seca, a SF Snapper-Wrapper quoted **Brabham** as saying other slower cars wouldn't let him pass: "I don't know whether **Krause**

CHEVY'S 'RACING RESEARCH CAR'

is a beginner or not, but I do know he and those other boys wouldn't last long in Europe. They just wouldn't allow it."

Krause said there are only 2 or 3 places where you can pass on the narrow LS circuit and that he didn't find too much trouble in this respect, he and **Moss** passing each other 3 times. He passed 17 cars in the 2nd heat, lapped at least 10.

In the 1st heat I personally saw Brabham back in and OFF the road to let **Hall, Moss** and **Krause** by. Ordinarily, the Aussie isn't the type who hollers.

Reader Complains About Brabham

And after Riverside we got a call from a guy who was steaming because he claimed "Brabham nerfed **Herda** on the side ahead of the right front wheel well and I inspected the champion's car and saw all the blue paint on it." This guy insisted Herda was within his rights to hold his groove and that a world champion has no right to hit a car hard enough on the SIDE to dent it. . .

Notes from 2 sportsmen amigos: Mustachioed **Burt Chalmers,** whom I once bumped into on Avenida Juarez in Mexico City, has temporarily left his thriving real estate business to associate himself with automotive Sky-Tops, sliding steel or folding vinyl tops for US cars (the Europeans already had 'em). Always knew Burt, who has been in racing all his life, would flip his top some day. He was the co-founder of Coachcraft, which built the spare wheel assembly Continental kits. . . And **Nick Pastor,** whose cars raced here for years, announces he now has the BMC line — Healey, Sprite MG and Morris — at his thriving South Gate imported car dealership. He now carries every popular sports car except Porsche, and he has just about all the sedans, too. Nick has been in South Gate since 1940, has handled sportsters since 1949, and recently added a 4000 sq. ft service dept. .

You ought to give competition drivers a rumble for the LA SCCA bd. of dir. That means **Tony Settember, Pete Brock, Bob Bondurant** and **Art Snyder.** All 4 are well-liked and fine drivers. And a lot of folks would like to see **Water Coleman,** the personable grid marshal, get on the CSCC bd. . . . Fine pubrel job at Laguna Seca by **Bill Finefrock, Don Bice, Pat Flynn** & others. **Jim Crow** of CSCC gave them a fine assist with his running written commenatry on the races. . . Thanks to **Gordon Martin,** News-Call-Bulletin sports car columnist, for the nice plugs to MOTORACING. Hundreds of his readers wrote us for sample copies of the last issue which was devoted almost in its entirety (2 pix pages) to the Riverside and LS pro races. . . CSCC has a Pomona date Jan. 21-22! They're awaiting confirmation from the LA County Fair bd.

Our Marie Dixon Gets the Dope

There was some debate over what type of engine that horrible E Jaguar had . . . the one **Brabham** drove at Riverside, and **Bruce McLaren** at Laguna. Our **Marie Dixon** of Pitsville fame got on the pelota and checked with the New Zealander at LS. He verified her contention that it did have the older and heavier D-type mill. The new engine was blown a few weeks before Riverside. How they have the guts to foist such cumbersome junk on drivers of the caliber of **Brabham** and **McLaren,** now 1-2 in the F1 world's championship standings. . . . Those new CSCC production car changes (no room in this issue) are all for the best and should avoid repetition of that cause celebre, the 9½ to 1 pistons case of the celebrated AC Bristol owned by **Rene Pellandini** and driven by **Ronnie Bucknum.** . . . Le Cercle stages a concours **Nov. 27** at the Beverly-Hilton. . . . Smasher parties were those staged by **Mr.** and **Mrs. Ed Freutel** to meet **David Murray, W. E. Wilkinson** and **Roy Salvadori,** and by **Mrs. Anthony Bryden-Brown** and **Count Giacomo Soderini,** president of Maserati Reps, honoring US Grand Prix and visiting European drivers, at the Beach Club, Pebble Beach.

West 1st, 2nd; East 3rd, 4th

With an announced entry of 86 cars for the LA Times-Mirror Grand Prix for Sports Cars, 58 cars actually made their qualifying runs. The west was represented by 44 qualifiers, the east by 10 and Europe by 4. The race itself, with the grid made up of the 17 fastest over-2-liter cars, the 10 fastest under 2-liter cars and the 3 winners from the 2 5-lap consolations races, started with 20 westerners, 8 easterners and all 4 of the European drivers, Moss Brabham, Bonnier and Salvadori.

At the finish, 1st and 2nd spots were won by westerners Billy Krause and Bob Drake, with easterners Augie Pabst and Jim Jeffords behind them. In the top 10 finishers, 5 were from the west, 3 from the east and 2 (Salvadori and Brabham) from Europe. Of the 18 finishers, 10 were westerners, 6 easterners and 2 Europeans.

Two western homebuilt specials placed in the top 3, with the Max Balchowsky Ole Yaller Mk. II placing 2nd and the Lance Reventlow Scarab Mk. I taking 3rd.

Shelby Quits Racing, Reveals He Raced with Heart Condition!

By GUS V. VIGNOLLE

Violating doctor's orders, Carroll Shelby, 37, one of America's leading road race drivers, competed during the entire 1960 season while suffering from a serious heart condition, angina pectoris.

This admission was made to MOTORACING last week when the former Dallas pilot, now a resident of La Mirada, Calif., announced his retirement from racing after winning the 1960 USAC national road racing division championship.

Intense pain caused by physical strain forced him to take 4 tablets of nitroglycerine while driving in the recent Times-Mirror race at Riverside, and 7 tablets while taking a 2nd overall in the 2 heat races the following week at Laguna Seca.

He fished into the front pocket of his famed bib overalls for the tablets, which eased the pain, due to an impairment of the flow of blood through a narrow artery in the heart.

Shelby 1st noticed the sharp chest pains in January of this year. A subsequent electrocardiogram in Dallas definitely disclosed he was suffering from angina pectoris, usually brought on by undue effort or intense emotion.

With offices in Hollywood, the noted driver, one of the most popular in the sport, is now concentrating in building a sports car. He also plans to build a road course incorporating the best points of the nearly 100 circuits over which he has raced all over the world since he first competed abroad in 1954.

Shel's success in road racing has been spectacular. His greatest triumph came in 1959 when he and

CARROLL SHELBY

Briton Roy Salvadori annexed the famous Le Mans 24-hour enduro in France for Aston Martin.

He raced for Aston Martin in Europe in 1954, and for Tony Parravano in 1955, returning to the European wars again for the British car in 1958-59. Shelby, who started racing an MG and Austin-Healey in May, 1952, scored a notable triumph in 1956 when he took the SCCA national unlimited class title and was named by Sports Illustrated as driver - of - the - year. Earlier this year, he won the Examiner-Herald-Express Grand Prix at Riverside in a Birdcage Maserati.

He has set 54 world records and the hour record for class D in a Healey on the salt flats, and in 1954 and 1956 set more than 100 records for the same marque. In addition to Aston Martin, Maserati, MG and Healey, Shel has driven Ferraris, Jaguars and other marques.

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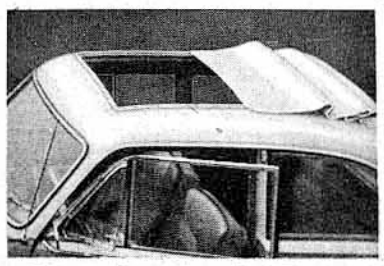

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McAFEE SLOSHES TO VICTORY AT POMONA

RAIN AND more rain was the order at last weekend's LA SCCA road races at Pomona, as witness these damp scenes. Sparse crowd saw Ken Miles (top), blasting through the aqua, race to win in fleet Dolphin Formula Jr.—best in the FJr, 2 and 3 whirl. Bottom: Jack McAfee (193), winner of main event in Porsche RSK, is about to lap Bat Masterson's Batmobile, which took 4th. (Photos by Don Schoenfeld)

Porsche RSK Proves Best 'Mudder'; Jones Impresses

By JOE SCALZO
MOTORACING Staff Writer

POMONA, Calif., Nov. 6—Del Mar winner Jack McAfee and the Betty Shutes RSK Porsche today took up where they left off at the San Diego plant by gliding to a routish victory over a meager field of modified cars on a rain-cursed Pomona course. McAfee, fast on the wet pavement, pulled in the "checker" by averaging 65.7mph in 16:54 for 10 laps. The go was originally scheduled for 20 laps, but the weather forced it to to be shortened.

The Rains Came

This was a re-run of the 1956 deluge at this track. Rain all weekend flooded the course continually, providing one of the slowest—and slipperiest—weekends of racing seen in a long time.

McAfee lapped all but 2nd place Jack Matthes (Aston-Corvette). Saturday, he proved his rain skills by walloping Riverside winner Billy Krause and other potent threats. Krause was in Old Yeller II.

Only 10 modifieds started the Sunday splash, with Old Yeller II, Dick Morgensen's Ferrari, Ak Miller's Devin-Olds, and the Riverside winning 'Cage all sitting it out because of conditions.

Former sprint car handler Matthes always was well in hand with the "Astonvette", while wheeling to his best overall position to date. Yesterday he turned the car over to Don Hulette, who was 5th.

Steve Herrick (RSK), was 3rd today, with Bat Masterson 4th in the Batmobile II.

Jones Triumphs

"Mr. Class H," Harry Jones, thumped to 2 overall wins, taking the G-H-I modified race both days. Jones' driving and the handling of his class H Lotus-Fiat was ideally suited to the rain-slippery pavement. His victims even included the

(Continued on Page 6)

NO. CALIF. SHOW

Biggest imported car display in the US, the 3rd annual No. Calif. Imported Car Show, opens with a public preview in San Francisco's Brooks Hall Monday, Nov. 21, at 7 p.m. Thereafter the show will be open from 10:30 until 10:30 through Sunday, Nov. 27.

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MANNEY ON 'THE SALON DE PARIS'

By HENRY N. MANNEY III
MOTORACING Staff Writer

PARIS — As the 1st big show of the year, the Paris Salon, held in the barogue Grande Palais, gets all the journalists in shape at least as far as their night life is concerned and puts Paris traffic in a snarl even worse than its normal one. Time was when everyone looked to the City of Light to see what the fertile brains of Figoni & Falaschi, Pichon-Parat, and Saoutchik would produce but now the emphasis has passed to Italy, Pichon-Parat makes karts, and everyone comes mostly because it is Paris and where else can you have the Seine, Crazy Horse Saloon, and the world's biggest and tastiest $1.50 steak all in one place.

However, controls are loosening up now, the French businessman can buy another country's products if he wishes, and there was a good comprehensive selection of furrin automobiles (to them) which included representative American compacts.

These excited lively interest, especially the bent-driveshaft Pontiac 4, and many Corvairs are already to be seen around. Of course the English affiliates were pushing; English Ford with the disc-braked Zephyr, Germany's newly Falconized Ford Taunus, the new automatic-transmission Vauxhalls, and so forth.

However, the French motor industry has nobly risen to the challenge with Peugeot's 404, a very nice wagon indeed, and of course Citroen has been miles ahead of most people for years as far as ride, comfort, and cornering is concerned. More's the pity that they don't change that old banger of an engine.

Renault has contented themselves with detail modifications calculated to improve engine life and roadholding besides bringing out an intermediate Dauphine, gussied up inside and given 4 speeds, called the Ondine. More accurately, Ondine is a luxury term as the Gordini may also be had endowed with the fruits of that water spirit's magic wand. (How's that for fancy language.) However, some malicious type suggested that the Regie could have built a GP car for the money spent on stand attractions, which included a row of Dauphines opening their doors and hoods to the Swan Lake music and a wooded corner of Chantilly Forest complete with boids, whence a pheasant escaped and undoubtedly found its way into some lucky Frenchman's cooking pot. Simca also tidied up a bit but also introduced a new 5-main bearing 4 of which is very smooth and nice. Roger Barlow should have had this one.

In the field of sports cars, there arrived (if late) another version of Fiat's Fiat-Osca called an Osca but with a sculptured body by Michelotti. It is supposed to have disc brakes and all that but no delivery dates were quoted. DB changed their body mold at long last and the result is sort of Simca-Oceanish in a different way but very handsome just the same.

Alpine, who makes Renault hot rods, produced one terribly ugly coupe and another very pretty example. Inasmuch as the latter, the "Tour de France," is the tipo competition, I suppose that proves again that what looks right is right.

Following this admirable principle, a visit to the Abarth stand showed that they too were on the right track wih the tiny mag-wheeled "1000" and a medium rich-man's Ferrari in the shape of an Allemano-bodied Fiat 2100. Or more accurately, 2; one convertible and a coupe.

These days it is hard to tell what is a sports car and what is not, the intention being in the eye of the beholder as the Limeys used to regard small Continental sedans as semi-sports (like the Lancia Aprilia), or how an apparently undistinguished babe will make certain fellows mad with the old urge.

Along these lines Pinin Farina (or as he prefers to be called, Pininfarino) offered a very jazzy fuschia creation on a Corvair chassis which looked as if it would be miles faster than the stocker on shape alone. Very delectable and when will we see them in our showrooms? Something like that would get the public into compacts quicker than gas going up to a buck a gallon. Driving them the other way, however, would undoubtedly arise if Loewy's Lancia-based horror, with wind vane above the roof, were to arrive on our shores.

AMONG THE creations at the 1960 Paris Auto Show were these — top: a Porsche-looking Farina Corvair; center: a Loewy Lancia, and bottom: a Competition Renault Alpine. (MOTORACING photos by Henry N. ManneyIII)

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Fantastic Record For Ford Falcon

DEARBORN, Mich., Nov. 10 — Ford Falcon completed its 1st full year on the market with total deliveries of 425,000 units — a 1st-year sales record unparalleled by any other make in history.

As a result of these record sales, the Falcon leads all competitors in the compact car field for 1960 and is the industry's 3rd-best selling make.

CALENDAR

NOVEMBER

3-3—Int'l. Auto Show, Turin, Italy.
5-13—World Car Show, Roosevelt Raceway, Westbury, L.I., N.Y.
11-13—Central Florida SCCA Nat'l. races, Daytona Beach, Fla.
11-12—Washington SCCA races, Marlboro, Md.
11-20—Los Angeles Auto Show, Pan-Pacific Auditorium, LA.
19-20—U.S. Grand Prix (F1, drivers' world championship), compacts, FJr. races, Riverside, Calif.
26-27—Arizona Border SCCA PCC races, Tucson, Ariz.
22-Dec. 5—Bahamas Speed Week, Nassau, Bahamas.

DECEMBER

16-24—Int'l. Motor Sports Show, Pan Pacific Auditorium, LA.

THOMPSON BETTER

LAS VEGAS, Nov. 10—Although his legs are still partially paralyzed, Mickey Thompson is reported in an improved condition. He suffered a back injury in a 175mph speedboat accident Sunday at Lake Mead.

Grand Prix Party Planned For Nov. 16

Bob Drake and Mary Davis, co-owners of the Grand Prix Restaurant, 8204 Beverly Blvd., have announced a pre-race no host cocktail party for Wednesday, Nov. 16, from 8 p.m. until 2 a.m. There will be a complimentary buffet at 10:30 p.m. Call OL 1-2276 for reservations. All race drivers, owners, officials and fans are invited.

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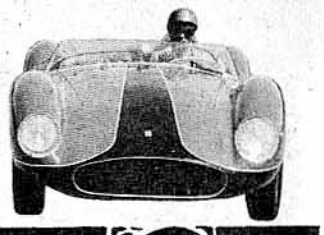

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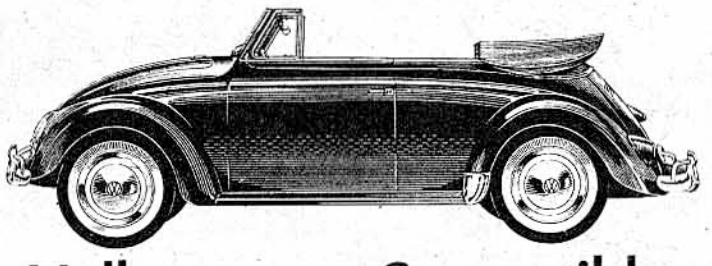

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RECORDS FALL AT RIVERSIDE

All 4 of the existing speed and lap records were smashed during the LA Times-Mirror race weekend.

SPEED: Richie Ginther broke his last year's record of 163.63mph through the traps with a top speed of 173.08mph, driving the same 4.1 Ferrari both times.

LAP RECORDS: The old lap records of 2:04.3, set by Chuck Daigh in the Scarab, was 1st lowered to 2:03.90 by Billy Krause in the Maserati Birdcage, then lowered to 2:00.93 by Dan Gurney in a Lotus-Climax Mk. XIX. Stirling Moss also in a Lotus Mk. XIX, later turned a qualifying lap at 2:03.62.

The under-2-liter lap record, set at 2:08.45 by Jack Brabham last year in a Cooper Monaco, was cut to 2:08.26 by Walt Hansgen in a 2.0-liter Birdcage Maserati.

RACE AVERAGE: Last year's average of 89.05 mph for the 203.25-mile, 62-lap race was set by winner Phil Hill, in a 3.0 Ferrari Testa Rossa. Billy Krause, in driving his 2.9 Birdcage Maserati to victory, averaged 91.5mph for the same distance.

Laguna Formula Race Won By Walt Hansgen

MONTEREY, Calif., Oct. 23 — Looking as good as he did in winning the Saturday Formula Junior race at Riverside, Walt Hansgen of Westfield, N.J., took today's $1500 15-lap Formula go in the silver Cooper-BMC of Briggs Cunningham. Average speed for the win, worth $800 to Hansgen was 81.9.

Don Wester was 2nd in the Elva-DKW, and Pat Pigott was 3rd driving a Lotus Jr.

Hansgen sat on the pole for today's event after qualifying at a most rapid 1:20.9 (in the Grand Prix this would have been a good time for a Porsche RS-60/RSK). Ed Leslie was next to him with a time of 1:22.1 in the Lotus that had finished 2nd in the Junior race the day before. During the course of that race, however, he had gotten down to a 1:20.7; faster than Hansgen had qualified. Other interesting cars in the field were those of Charlie Kolb, Elva (1:24.6), a Bandini, the Lancia Dragada of John Wolf (1:25.3), the 2 "team" BMCs of Jack Flaherty (1:26.5') and Jack Dalton (1:25.3), the Lotuses of Pat Pigott and Ray Seher, and Tony Settember in R.C. Gould's Stanguellini.

Leslie Leader

Hansgen was passed by half the field at the start, making even a worse start than he did at Riverside. Ed Leslie was the leader, but as he hit turn 2 he was pulling off the road with mechanical ails, and the pack roared past, now with Don Wester's Elva in the lead, Kolb 2nd and Jack Dalton 3rd. They sailed past start-and-finish this way, Hansgen coming up hard, and Settember going down the escape road at 9 with the rear brakes locking.

Kolb passed Wester on the 2nd lap, with the order behind them Dalton, Wolf (Dragada), Pigott, Hansgen and Seher. Wester retook the lead briefly. Kolb led by the 6th lap. Hansgen, now 2nd in front of Pigott, Dalton and Wester, cut way inside at turn 9, hit the bales, nudged Kolb in the encounter, who spun out. Hansgen wound up in the bales, Wester, Pigott and Dalton getting by. The Lancia Dragada hit the pits this lap. Wester spins and Pigott leads until turn 8, where he hit an oil slick, and spun off the road, giving Dalton the lead. Hansgen, however, going hard, took the lead a few laps later, and Wester also got by the BMC, which pitted later. The finishing order Hansgen, Wester; winning $500, Pigott; winning $200, Ray Seher, Lotus Formula Jr., and Jack Flaherty in the BMC Huffaker Junior — **JOE CALZO.**

U.S. Grand Prix

(Continued from Page 1)

has won 5 straight Grands Prix this season — Holland, Belgium, France, England and Portugal.

His toughest competition comes from England's Stirling Moss, steering Rob Walker's Lotus-Climax. He is currently 5th in the standings behind Brabham, Bruce McLaren, Hill and Innes Ireland.

The cast is truly star-studded. It is listed elsewhere in this issue. I have seen them all in action except John Surtees of England, the former motorcycle champ who goes for Team Lotus. He has been doing remarkably well in his new field, and I am anxious to eyeball him.

Run according to FIA rules, the international speed classic will see starting positions determined in practice laps.

A $2500 Formula Junior and compact car race are slated for Saturday, Nov. 19. Another compact whirl and the big GP come off the next day over the 3.275-mile, 9-turn road course.

The speedfest is being presented by the Auto Racing Club of Calif., with Alec Ulmann as promoter.

SOME BOSSES SO UNREASONABLE

A female job applicant in Des Moines, Iowa, recently wrote in the space for why she left her last employment was that she couldn't get along" with the office manager.

Pomona Races

larger bore G cars.

Art Snyder in the ex-O'Connor Lola was 2nd and 1st in G both days. Danny Parkinson, driving with real brio, got a 3rd overall today, looking terrific in the twin cam Fiat Abarth coupe.

Hooper Winner

Up-and-coming piloto Doug Hooper, La Crecenta, Corvette, bored to an overall win in the big production bash. Dave MacDonald, in the Steves Corvette, was an early leader, trying to repeat the Sat. win, but looped off course at turn 7 in a great cloud of spray on the 4th lap, giving Hooper the lead and victory.

Further back, dueling for 2nd, Tony Settember and Vince Mayell (Corvettes), caught all the interest, with Mayell going inside Settember at turn 6, losing control, and going broadside into a tree. Mayell—no injuries. Car—bad news.

MacDonald, back after the spin, moved to 2nd at the end, with Ronnie Bucknum 3rd in the Pellandini AC Bristol. Hooper's Corvette, under Art Saylor, also won the Sunday novice.

Freedman Elite

Former Jaguar driver Bill Freedman, out of racing for the past three years, returned today by rooster-tailing to a 1-second win over George Follmer's Porsche, in the silver Lotus Elite that Jay Chamberlain rolled at the last Pomona. Freedman slipped by Follmer, Saturday's boat-race winner, at turn 6 on the 3rd lap and never looked back.

Dolphin Trophy Taker

Ken Miles, seldom seen at an SCCA go, won the Formula run with the new Dolphin-Ford, turning back Bob Gould in the Monise-tuned Stang, and Germany's Walter Weeke in a DKW Jr. Miles won by 36 seconds for the 1st Sunday win for the Dolphin Jr., and one that should be followed by others.

Betty Shutes won the women's race with her Porsche RSK, while Willie West, Alfa, took the small prod duel.

Attendance was said to be 2500 for both days (or was that 25?).

SUMMARY
SUNDAY, NOV. 6
POMONA — COURSE 2.0 MILES

Novice—Prod. & Mod. under 2 liters—8 laps, 14.80mi., time 14:54, avg. 59.6mph. 1. Honnicutt, Alfa Romeo Super; 2. Eginton, Triumph TR/3; 3. Muther, Porsche Super. Fp—Honnicut, Ep—Eginton, Dp—James Greaves, Daimler (6th oa.), FJr.—Humiston, Stanguellini (13th oa.), Gp—Kamberg, MG T (15th oa.), Gm—Brengle, Cooper Climax (17th oa.)

Novice—Prod. & Mod. over 2 liters—8 laps, 14.80mi., 14:09, 62.8mph. 1. Saylor, Corvette; 2. Hall, Old Yeller II; 3. Morris, Corvette. Bp—Saylor, Bm—Hall, Em—Peterson, Maserati (4th oa.), Cm—Gularte, Jaguar Sp. (9th oa.), Fp—Pfau, Porsche Carrera (10th oa.)

Women — All classes — 8 laps, 14.80m., 14:25, 61.7mph. 1.Shutes, Porsche RSK; 2. Windhorst, AC Bristol; 3. Galloway, Timanus Lotus. Fm—Shutes, Dp—Windhorst, Fp—Reitz, Elva Courier (4th oa.), Formula II — Galloway, Ep — Murphy, Austin-Healey 100S (6th oa.), Hp—Nelson, Sprite (7th oa.), Gp—Mancini, MG T (8th oa.)

Formula Jr., II, III — 8 laps, 14.80mi., 13.40, 65.0mph. 1. Miles, Dolphin; 2. Gould, Stanguellini; 3. Weeke, Weeke Special. Form. Jr. — Miles; II — John Timanus, Timanus Lotus (4th oa.); III — Morrow, Cooper-Norton (6th oa.)

Production G, H, I — 7 laps, 12.95mi., 12:51, 60.4mph. 1. West, Alfa Romeo; 2. Grossman, Sprite; 3. Martinelli, Alfa Romeo. G — West; H — Grossman; I — Stephenson, Fiat Abarth Spyder (7th oa.)

Production E, F — 5 laps, 9.21mi., 9:10, 60.5mph. 1. Freedman, Lotus Elite; 2. Follmer, Porsche Super; 3. Milana, Alfa Romeo. E — Hayes, Morgan TR/3 (5th oa.); F — Freedman.

Modified G, H, I — 5 laps, 9.25mi., 9:28, 58.6mph. 1. Jones, Lotus-Fiat; 2. Snyder, Lola Climax; 3. D. Parkinson, Fiat Abarth; 4. Erickson, Viking Crosley; 5. O'Neill, Sprite. G — Snyder; H — Jones.

Modified B, C, D, E, F — 10 laps, 18.5mi., 16:54, 65.7mph. 1. McAfee, RSK Porsche; 2. Matthes, Aston-Corvette; 3. Herrick, RSK Porsche; 4. Masterson, Batmobile II; 5. Pitts, Porsche 550; 6. Hively, Healey Special. F — McAfee; E — Herrick; C — Matthes; D — Hively.

Production B, C, D — 10 laps, 18.5mi., 17:02, 65.2mph. 1. Hooper, Corvette; 2. MacDonald, Corvette; 3. Bucknum, AC Bristol; 4. Kunkle, AC Bristol; 5. Holmes, Porsche Carrera. B — Hooper; C — Richardson, Jaguar (6th oa.); D — Bucknum.

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WINNERS OF SCCA national Appalachian rally, staged by Philadelphia region, were Willard Coddington, left, and Roger Bohl, of New Jersey. They scored in a 1961 Corvette with 173 points, believed to be top total to win a national rally this year. (Photo by Peter Dechert)

WATCH FOR PETER DECHERT'S RALLY STORY

In the recent national SCCA Appalachian rally, which started at Radnor, Pa., Rally Chairman Guy Bates and his committee set out from the beginning to attempt to reverse the trend which in recent years has seen American rallies become more and more a computing game pure and simple. For a graphic story on the "new deal," read Peter Dechert's story in the next issue of MOTORACING.

Agency To Handle Sports Car Accounts

The Hollywood ad agency in charge of West Coast publicity, promotion and advertising for the U.S. Grand Prix for Formula I cars at Riverside, Nov. 20, Claud E. Morris & Associates, plans to handle a series of large and small accounts in the local automotive field.

Sports car clubs, rally and concours organizers and import dealers can save money through effective and planned used of the various advertising and publicity media, Morris said.

Automotive accounts at Claud E. Morris are handled by publicist Geri Fleming and top-rated sports car driver Hud Stephenson.

DRIVER KILLED

Italian driver Giuseppe Faranda was killed recently when he crashed during a Formula Junior race at Modena, Italy.

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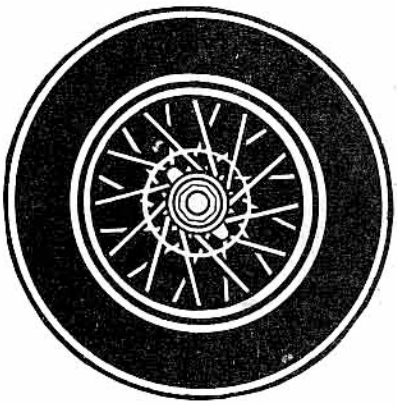

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